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Agricultural Co-Operation.

THE one essential preliminary to the commercial distribution of the food products of this country is to grant to farmers the right to organize and market co-operatively. This is the Volstead-Capper bill which has passed the House and is pending in the Senate. It is only the city resident, wholly unfamiliar with agriculture as a vocation, who opposes this measure as unsafe. The city dweller lives surrounded by monopolies and what he conceives to be monopolies, and fears others.

The greatest waste in this country is in distribution. The largest single element in the cost of foods is distribution. The city dweller as a consumer is the victim of this waste at one end, and the farmer is the victim at the other end. The consumer may organize to buy co-operatively, surely the farmer should not be denied the right to organize to market co-operatively, and until he can do this, both will remain the victims of a distributing system from which there is far more danger of manipulation of food prices, and of near food monopoly than can ever come through co-operative marketing.

Such marketing is permitted in several States. It has proved beneficial and the one and only answer to the socialism of the Nonpartisan League. The farmers are quite generally organized in the West and Middle Western States, for the farm end. They co-operate in seed selection, in seeding, cultivating, cropping, preparing for market and shipping. They have co-operative creameries and cheese factories. They co-operate in small fruits and, in the West, market their orchard crops. There are now co-operative State organizations for marketing potatoes and other like semi-perishables, and perishables. There are organizations in several cities for distributing milk. The farmers have gone a long way on the co-operative road.

The first thing these organizations find is that they must have warehouses, storage houses and stations. This requires capital and business growth demands more capital and bank credits. For this they must be a legal entity with financial responsibility. They have generally begun in a small way. For potatoes in some States there were already many local farm co-operative warehouses. But the result in every case has been a better price for the producers and a generally lower price to the consumer.

The salvation of agriculture lies along this way. Senator Capper is entirely right when he points out the impossibility of agricultural monopoly or crop manipulation. The producers cannot stop a crop after planting; only nature can do that and there should be but one restrictive penalty—for destroying food products. This is something equally needed now, as food destruction by traders, not by producers, is all too common.

The right to market co-operatively, then, would have to be followed by co-operative distribution from the producer to the retailer. It would bring into being not one huge co-operative organization, but a score of them. There would be no lack of competition in marketing, but ultimately there would be and should be a chain of great warehouses for the common use at the chief market centers, of all these organizations. These would receive, hold and ship, but neither buy nor sell.

It is useless to oppose this bill. It is as sure to become a law as that this country will continue to progress. It is everlastingly right. It is economically sound and is essential to the right and full development of agriculture. As agriculture prospers the country prospers; as it droops, all other interests droop. It is the source of the great bulk of new wealth and is the broadest and most equable distributer of wealth and new values.

Having supplied hospitals for the rich and hospitals for the poor, there are now to be hospitals for the "in-between." Give me neither poverty nor riches, but just good health to escape all this beneficent trinity.

Railroad Union Rules.

THE rules which the brotherhoods are so loath to have touched and against which the railroads are ready to wage a fight to the finish, even to welcoming a strike, govern working conditions. These in general are national, though differing in details in different sections of the country and on different systems. Some are good, some indifferent, some bad. Like all general rules, or rules covering general conditions, also, they are capable of abuse in application and strictness of interpretation. Even the Constitution of the United States developed the two schools of strict and liberal constructionists.

Many of these rules are old, are the gradual product of years of experience and are of actual advantage in good service to both parties. Promotion, the choice of runs, and continuous employment are fixed by seniority, a term familiar in the Senate of the United States and carrying the same meaning in application. But desirable as this is, it arouses some feeling among the younger men and makes "hot-bloods" more ready to strike. Another rule starts a man's pay when he reports for duty or even when called. Time was when a train or engine crew might be called, wait around an hour or a day, the train be canceled and they get nothing. This was manifestly unfair and but promoted inefficiency.

Again the basis of pay is by the hour with miles as a regulator of time. It was formerly by the mile and if a train got out but a few miles and was hung up at a station or on a siding, the pay was only for the actual distance run. Engineers and firemen are now relieved from the care of their engines. They do not have to do the "hostlering" nor any work as mechanics or machinists on the locomotive. This was once required without extra pay. These are samples of the rules, all having their good features and all capable of abuse.

It is one thing for an engineman not to be required to do the work of a machinist, and another to hold a train for an hour or hours because of some defect the engineer or fireman could have repaired in a few minutes. There are cases of short runs when the engineman might well do the hostlering. There have been instances in the building trades when three men were required to do a piece of repairing which did not take over fifteen minutes and should not have cost, including materials, over 50 cents. It is no different in railroad operation under certain of the union rules.

It is these abuses of rules as well as certain of the rules themselves, which the managers insist must be changed or revoked. It is these which are claimed to cost in the aggregate many millions of dollars. To save the bad ones the union leaders are making the mistake of a strike which, if not won, will annul all of them. The Labor Board has ordered some changes, but it is quite beyond doubt that it will not annul any of the older ones which have been the gradual gain of years and which as a fact, increase efficiency by penalizing the roads for inefficiency.

The Communist protest parade only got within a mile of the American embassy and was jeered by the French populace. An Italian demonstration in France against America is a fit theme for burlesque.

May Reap as They Have Sown.

NEW YORK CITY is in the throes of a city election. It is having one of its periodic October spasms of virtue. It is denouncing Tammany and lawlessness; Tammany and waste; Tammany and misrule and so through the usual list. It is good to hear and would lead the novice to think New York actually had a conscience. Closer reading, however, will show that New York is only objecting to taxes and the use of its tax money. There is not a note of morals, not a tone of shame and not a hint of any sense of responsibility for this condition.

Jerome K. Jerome, once a political firebrand, has reappeared after a long retirement and in the opening of his first speech said: "After sixteen years sitting on the side lines, there is so little real spirit, so little real sense of shame, so little real indignation left in the people of the City of New York, that they have to pull out an old 'has-been' like me to tell them." Why should Mr. Jerome be surprised? Why should he expect in this campaign more than a make-believe and a hope on the part of the men that the women's vote may save them from their own self-abasement?

For three years every New York newspaper has railed at prohibition and openly advocated lawlessness as to the liquor traffic. They have declared the law could not be enforced and should not be enforced. They have encouraged bootlegging. The morals of the situation has not in the least affected them. No regard for decency, no spirit of loyalty, no regard for good government has influenced them. The liquor laws have been a financial loss to the business of the city and against this national degredation and law defiance does not weigh.

Quite equally the immigration law has been attacked and ridiculed. It, too, is not to the city's financial interest. Does New York think it can have this attitude toward certain laws and not have others violated? Does it think it can have this general attitude as to law enforcement and the city's interests and have honesty in city government? Does it think it can sow this sort of seed in its business interests and not reap a like harvest in politics? The betting in Wall Street is 3 to 1 in favor of Tammany's candidate. Business New York is calling in desperation on the women to save it from itself, to prevent its sins from being further visited upon it, and if saved, it will be by the women's vote, that unknown factor with which Wall Street has not yet learned to reckon in elections.

The brotherhood chiefs now hope to avoid a strike. Everyone, unless a few railroad presidents, join in the hope with the distinct impression that it would have been better not to have called it.

Build Musical Appreciation.

WASHINGTON music lovers, who are unable to attend the symphony orchestra concerts at 4:30 in the afternoon, owe a debt of gratitude to the Fine Arts Society for giving them an opportunity of hearing the New York Symphony in a series of evening concerts at Central High School. There is still an opening for some other organization that believes in the cultural value of music, to render a great service to the children of the city by making it possible for them to become familiar with the instruments of a great orchestra and to form a permanent taste for orchestral music.

The New York orchestra is famous for its children's programs, which are always prefaced by an explanatory talk by Mr. Damrosch, who has the rare gift of holding children spellbound with his explanations of the instruments and the music. The children of Washington should not miss such an opportunity.

Emils Oberhoffer, conductor of the Minneapolis Symphony Orchestra, has proved the permanent value of children's concerts. A number of years ago he started giving a series each season in that city. The boys and girls who were trained in this school of musical appreciation, are now the young men and women who can always be depended upon to support the regular series of concerts.

The best way to combat the movie habit in children and the general jazz tendencies in entertainment, is to offer a better substitute. And the very best substitute is an appreciation of orchestral music.

The ways of hootch are mysterious, but they follow a crooked path to the grave.

Banks have quit declaring holidays to let their clerks attend the races.

The other end of dishonesty is unhappiness, which makes honesty the best policy.

New York City Day by Day Impressions: by O. O. McIntyre

Husbands with mill stones around their necks—wives who sow the wind and let the innocent reap the whirlwind! In this City of Dreadful Debt domestic happiness hangs on the turn of a card. Marital bliss is adjusted by the bank balance. There are people here who boast of being broke and smile over living luxuriously as parasites.

The manager of a great hotel told me of many couples who are required to pay their bills in advance nightly for the next day. Yet they live on and on from hand to mouth gaily and unabashed—seeking surcease in cocktail guzzling while they wait for the inevitable crash.

Credit men in many shops have countless pages of names underlined in red, the credit insignia of danger, and these are names emblazoned on society pages as patrons of the opera, guests at smart functions and generally credited as persons of fabulous wealth.

The other evening as an awning was spread over the sidewalk of a Park avenue home a grimy fisted old man took up a position by one of the iron supports. The collar of his threadbare coat was turned up to keep off the crisp evening chill.

Soon a young woman—one of those light, beautiful expensive toys—furred and gleaming with jewels stepped daintily from a landulet. The old man, wringing a cap in his hands in nervous embarrassment shuffled toward her.

"Please Mrs. Blank," he mumbled in a half choking sob, "I need so much the money. It is a very leatle. I have looked every place for you." The lady drew up her skirts, her face colored in shame and she dashed up the steps. The old man was a neighborhood cobbler about to be evicted.

Kipling said it was the woman who pays and pays and pays. In New York's high flying set it is the man. At noon you see these husbands leaving their offices for the neighborhood Wall street tickers. They cling to the tape, reading it feverishly, their brows beaded in a cold dew. They hope against hope that something will happen. And eventually it does happen—a shot in an obscure hotel, a sudden mysterious first page disappearance or the odd crash of an auto carrying a lone occupant against a countryside elm.

It is the brightest little shop I have found in all New York. A little bell gaily chimes as you open the door. One feels the indefinable warmth of cordial welcome. It is one of those gift shops with narrow tables piled high with cheer-up cards, mottoes of love and inspirational desk and wall slogans. The proprietor moves slowly toward you back of the counter. He is blind but he has the most sincere and winning smile I have ever seen.

At a soda fountain that is run by Chinese—perhaps the only one of its kind in New York—the prize expensive item on the bill of fare is a "Sun Yat-sen frappe," and it tastes like it. It is presumed the item is named after the Chinese reformer. Incidentally they have a Sam Lee sundae. But what most fascinated me was the fact that they had Japanese serving boys.

A certain actor on Broadway has been invited frequently to the Lambs to meet a duke of some obscure European country who was traveling incognito here. The actor was told that the duke had expressed a great desire to meet him. Several times, it appears, the actor arrived just too late.

The other night a crested limousine with a trumpeter and liveried attendants drew up in front of the theater where the actor was playing. Four men escorted a small, dark complected man into the lobby. The mysterious stranger wore a red ribbon across his shirt front, the badge of nobility.

News trickled back stage to the comedian that the duke and party had arrived and were in front row seats. When the actor appeared he made them special bows. After the show he learned the duke was the Lambs official Italian bootblack.

"Anyway," said the actor "he was a gentleman of polish"—which in these days was not a bad pun at all.

WHO'S WHO IN THE DAY'S NEWS

Will Prince Hirohito, slated to be Emperor of Japan, dazzle the world with militaristic adventures?

Emperor Yoshihito, the sick recluse of Tokio, who is suffering from a brain malady, is in a serious condition.

PRINCE HIROHITO

Statesmen all over the world are speculating on the effects which the prince's coming into power may have on international relations. Will he use the tremendous machinery which he will inherit from his father to batter his way into history like another Alexander the Great? Or will he devote his life to the peaceful working out of his empire's problems?

Japan, standing today on the threshold of a new epoch in her history, may produce another conqueror-prince, in the opinion of many observers.

Walled in and hedged about by all the rules of etiquette which abound in Japan's monarchial system, the mikado is crumbling in mind and body. For months the strictest secrecy was kept regarding his condition, and his people knew nothing about the details of the dread disease which undermined his health.

The curtain has at last been lifted sufficiently to give a glimpse into the imperial chambers. The emperor's faculties are partially paralyzed and his speech is impaired. His power of memory is fast fleeting.

His illness dates back to childhood, when he was seriously ill and this malady recurred when he attained his majority. Since the coronation he has gradually weakened in mind and body.

Prince Hirohito has traveled through Europe and has assimilated the influence of western civilization.

His love of the dazzle of uniforms and the gleam of bayonets in the sun is pointed out by observers as an indication of the possible policy he will adopt when he is mikado.

It Won't Improve His Temper to Withhold the Promised Oats
By F. G. Cooper.

Open Court Letters to The Herald

The Herald has found that certain writers sign fictitious names as their own. In a few instances we find these have escaped our notice. We will hereafter require not only the name but the directory address. The Open Court must not be abused. It is for fair, impersonal, informative discussion and statement of opinion.

"The Germ of Democracy."

To the Editor, The Washington Herald:

The sovereignty of the people in political government is the basic truth of all democracy. The Pilgrims planted this acorn in the soil of the new world. As they were Congregationalists in their religious government therefore did not recognize princes or potentates. The Puritans were of a different piece of cloth, as their church government was theocratic. Here is an interesting citation on the Pilgrims:

"The curious searcher will look in vain for the evidence of their unjustly alleged bigotry or narrow-mindedness. The Pilgrims of Plymouth Colony have had to bear for years the stigma and opprobrium of deeds done by the younger, more aristocratic and bigoted colony of Massachusetts Puritans of Salem and Boston. Within a few years the truth is being learned, proper distinctions made, and the memory of the men of Plymouth justified. It is now generally known that the Pilgrims as distinguished from the Puritans of Massachusetts were broader and more liberal in their ideas than the men of the latter colony . . . It was at Plymouth Roger Williams found a temporary asylum when driven out of Boston."—"Guide to Old Plymouth," pp. 30, 31.

Prof. L. S. Wheeler, of Boston, Mass., thus epitomizes the Pilgrim-Puritan question:

"The Pilgrims came to Massachusetts from Holland via Hull, England. The Pilgrims came over in 1620. The Pilgrims who came in the 'Mayflower' nombered 100 souls. The Pilgrims settled about Plymouth Bay. The Pilgrims were separatists, that is, they withdrew from the Church of England and established their own worship while still in England. For this reason they found it necessary to seek refuge in Holland, whirh they did in 1608. The Pilgrims, having themselves tasted persecution, and having fled from it to Holland, where they enjoyed a very large degree of religious liberty, did not themselves persecute others, nor did they attempt to establish a theocracy or unite church and state in this country.

"The Puritans came to Massachusetts direct from England. The Puritans came in 1630. The Purtans coming in different vessels numbered 1,000. The Puritans settled about Massachusetts Bay. The Puritans, though protesting against the forms and abuses of the Established Church, remained in that communion until after they left England in 1630. The Puritans, though having experienced some of the evils of church-and-state union in England, clung nevertheless to the evil principle, and, erecting on these shores a theocratic state persecuted to the death all dissenters."

Religionists who have no voice in the government of their church, whose church property even is not held by a board of trustees, are far removed from the devoted and honored Pilgrims.

Congregationalism and democracy are inseparable.

JOHN N. QUINN.

Takoma Park, D. C.

Old Survey Reviewed.

To the Editor, The Washington Herald:

From a report on a survey of Jackson City, D. C., published in 1873 and other official sources, the following article has been compiled.

The land on which the "proposed city was to be located was purchased from Richard B. Mason, esq., by the Jackson City Association. It is situated in Alexandria County, Va., on the Virginia side of the Potomac River, directly opposite the City of Washington. It consists of 572 A. O. R. 23 P., including the area H. I. K., of land, divided into two equal portions by Gravelly of Flat Creek. The island formed by the creek and river, is called Alexanders or Masons Island.

The plans suggested for building the city were as follows:

First—to build on Alexanders Island.

Second—To build on the mainland south of the island.

Third—To build on both the island and the main, making the commercial quarters on the river and the residence on the high ground. The estimated cost of the project was $140,000.

Jackson City, from its position, will possess peculiar and important advantages for trade. It is connected with Washington by a new free and national bridge. The turnpike to Alexandria and Fairfax County Court House passes through it and it is also intersected by the road from Georgetown to Alexandria.

JAMES KEATING.

Defends Traffic Bureau.

To the Editor, The Washington Herald:

To my mind, your editorial entitled "Avenue Traffic" imposed a rather unjust criticism on our traffic bureau.

The regulation governing the movement of vehicles in the vicinity of street cars is very clear and simple. The fact of its providing merely that a vehicle shall not be operated within fifteen feet of a stopping or standing street car unloading or loading passengers permits vehicles to pass such cars on streets of sufficient width to provide the fifteen-foot clearance.

Unfortunately, but few of our local drivers appear ever to have been willing to devote a little time and effort to a perusal of the regulations, and upon observing another automobile being driven past the point at which a street car is loading or unloading many drivers jump to the conclusion that for some reason drivers are free to pass such cars anywhere along Pennsylvania avenue, for example, and on the next occasion proceed to follow suit, totally unacquainted with, and without the slightest consideration for, the prescribed clearance.

It is unfortunate, too, that our Traffic Bureau is so limited in the extent of its personnel and in its activities that it cannot so enforce the regulations that all automobile drivers would find it necessary for their convenience to both read and study, and, furthermore, to obey the regulations as they stand.

I do quite a little driving around town and my experiences lead me to believe that many of the drivers in the District complicate traffic movement and endanger the safety and lives of themselves and others, not so much through disregard of the regulations, as because of their hazy idea as to the actual requirements thereof.

In my opinion it would be more just, and far more effective, if, instead of criticising the Traffic Bureau, one or more of our daily papers would devote a small front page space each day to a part of the traffic regulations, limiting themselves to the portions governing the movement of vehicles about the streets, and repeating the series continuously or at frequent intervals. Thus would the regulations not only be brought to the attention of most of the drivers, but also become so well known to the people in general that many of the drivers who now do not know, or will not heed them, would become wary of the constant and educated observation of the people in the streets, and so spruce up to some extent in their knowledge and observation of the rules.

Furthermore, the knowledge of the regulations thus imposed upon the pedestrian as well as on the driver would tend to foster far better co-operation through a mutual understanding of the rules and signals involved in the movements of vehicles, and so tend to reduce the possibility of accidents. I find that some pedestrians now know the signals supposed to be given by drivers, and upon seeing such signals properly displayed govern their movements accordingly. Many of our drivers are, however, either too lazy or too ignorant to give these signals properly, and many of the pedestrians are entirely unacquainted with them. If, then, through proper means of dissemination, more of our drivers and pedestrians can be apprised of the rules and signals both groups would undoubtedly find conditions far safer and much more satisfactory.

ROBERT G. KLOTZ.

Washington, D. C.

Thankful to Herald.

To the Editor, The Washington Herald:

I wish to thank The Herald for calling the attention of the traffic officials of their disregard of the rights of pedestrians. As the first advocate of rights of the public against the reckless carelessness, approaching criminality, practiced by autoists when so many people were killed or maimed, we appreciated The Herald's action and felt that much of the good results was due thereto.

Now that The Herald has discovered (?) the present total disregard of the rights of pedestrians, it is hoped that pedestrians may get a better chance to cross the streets. As The Herald says, the policeman's service is confined to vehicles and through his anxiety to move them along they are induced to violate the speed regulations by rushing at his back across the street at a twenty-five to forty-mile rate, and this without notice of pedestrians.

I am afraid to try crossing at corners, but cross in the middle of the block for safety, in spite of the howl of the jayhawker autoist against the "jaywalker" walkist.

G. W. L. WRIGHT.

Washington, D. C.

FRENCH OFFICIAL VOICES OPTIMISM

"I am optimistic as to the result of the disarmament conference at Washington," said Admiral Grasset, chief of the French naval general staff, in the course of an interview.

"There have been so many conferences during the last few years," he said, "that people are inclined to consider any new meeting of this sort with a certain irony, if not a certain misapprehension. I think, however, that the conference on disarmament will have important and beneficial results.

"First of all, it will succeed because it must succeed. The world can no longer bear the charges resulting from the competition for armaments both on land and sea.

"In addition to this, the continuance of this competition will inevitably determine new grounds of misunderstanding among the people and eventually will cause fresh conflicts.

"France will naturally support any arrangement which would aim at establishing equilibrium among the military and naval forces of the different powers of the world.

"However, during the last few years we have not started any naval building, and therefore we shall not be touched by any plan concerning the reduction of naval armaments. The maritime and naval questions come only second with us. We are particularly interested in France in the question of land disarmament. We wish to get rid of our heavy military charges, and therefore we desire to obtain guarantees that our former adversary has really disarmed. Of course, Germany has more or less disarmed now; but we do not know what the Germans will do when our commissions of control leave Germany three months hence.

"France desires to be shielded from this danger: The Germans resuming their military preparations at that time."

The Herald's Scientific Notes and Comment

WEDNESDAY, OCTOBER 26, 1921.

Association of Official Agricultural Chemists. Hotel Washington, today. Morning session. Committee reports: Editing, R. E. Doolittle and R. W. Balcom; quartz plate standardization, Frederick Bates; vegetation tests on the availability of phosphoric acid in basic slag, H. D. Haskins; agricultural lime, W. H. MacIntire; methods of soil analysis, C. B. Lipman. Afternoon session. Reports: United States pharmacopeia, L. F. Kebler; crop protection institute of the National Research Council, B. L. Hartwell and H. J. Patterson; secretary-treasurer, R. W. Balcom; food definitions, William Frear.

Geological Society of Washington, Cosmos Club auditorium, this evening, 8 o'clock. "Structural Geology of Wise County, Virginia," by J. B. Eby; "Structure of the Teton Coal Field, Idaho," by G. R. Mansfield; "The Granites of Washington, D. C.," by H. S. Washington.

Medical Society of the District of Columbia, 1718 M street, this evening, 8 o'clock. Dr. Joseph Mundell: "Case of Uterine Fibroid, Treated by Radium." Dr. Tom A. Williams: "Polyneuritis of Infectious Origin."

INDIAN MUSIC RECORDED ON PHONOGRAPH IN MOONLIGHT.

Recording on a modern phonograph on a moonlight desert the primitive songs of an Indian ceremony was one of the experiences that Miss Frances Densmore recalled and related at the meeting of the Anthropological Society yesterday afternoon at the National Museum.

After telling of her early study of Indian music, Miss Densmore described her recent work among the Pawnee in Oklahoma and the Papago in Southern Arizona. The first tribes studied were the Chippewa, Sioux, Mandan, Hidatsa, and Ute.

"Widely separated tribes show differences in the form of their songs, suggesting that their environment affects the musical expression," said Miss Densmore. "The Papago are a quiet, gentle people who have always lived on the low desert. Some of their oldest songs contain a peculiar swinging rhythm which occurs in certain songs that were recorded for me years ago by some Arabs from the Desert of Sahara who were in Washington with a Garden of Allah troupe. They came to my office at the Smithsonian Institution and, after listening to the records of Indian music, they recorded the songs that they sang as they rode across the desert on their camels, riding all night with loads of coffee. The songs contained long, sustained tones and a swaying motion. This same quality appears in some of the oldest Papago songs. One such song contains the words, "White downy feathers on the edge of the world," referring to the white clouds seen on the horizon across the desert."

"On Christmas night I attended a native dance of the Papago near the Mexican border, traveling more than eighty miles from town or telephone in order to be present. The Indians were dancing by the light of the full moon. They sang to the accompaniment of rattles and, what is more primitive, they marked the time by stamping their feet. A portion of the song was in three parts, the men and women singing an octave apart and one or two women holding, for a short time, a high drone tone above the melody, descending until they joined the voices of the other women. This represents a form of Indian singing which has not previously been observed.

"While studying the music of the Pawnee I attended the Morning Star ceremony and was permitted to see the contents of the Morning Star bundle which is opened ceremonially once a year.

"The Utes offered a novelty in the form of stories told in a sort of endless melody. The singer seemed to improvise, using a few phrases in a variety of ways, with connecting tones. The rhythm was characteristic of the subject, the story of the bear being sung in a heavy, rather clumsy rhythm, while the song of the story of the prairie dogs was lively and in rapid tempo.

"An important and interesting development consists in the tone photographs of portions of the Ute songs which were made by Dr. Dayton C. Miller, head of the department of physics in the Case School of Applied Science at Cleveland, Ohio. For this purpose Dr. Miller used a phonodelk, an instrument of his own invention. The photographs show the wide vibration of sound in Indian singing and also demonstrate in a graphic manner the lack of coincidence between the voice and drum."

PRINCIPAL CAUSES OF DEATH IN 1920.

The Census Bureau's annual report on mortality statistics, which will be issued shortly, shows that 1,142,578 deaths occurred in 1920 within the death registration area of continental United States. This equals a death rate of 13.1 per 1,000 population as compared with 12.9 in 1919, which was the lowest rate recorded in any year since the registration area was established in 1900.

The death registration area in 1920 comprised thirty-four States, the District of Columbia and sixteen registration cities in nonregistration states, with a total estimated population on July 1, of 87,486,713, or 82.3 per cent of the estimated population of the United States.

The death rate from pneumonia increased from 123.5 per 100,000 in 1919, to 137.3 in 1920. For chronic diseases of the heart the rate increased from 131.0 to 141.9; for cancer, from 80.5 to 83. Some of the other diseases for which the rate increased are whopping cough, measles, cerebral hemorrhage, congenital debility and malformations, puerperal fever, scarlet fever, and appendicitis. The fatalities caused by automobile accidents and injuries show an increase from 9.4 per 100,000 in 1919 to 10.4 in 1920.

A marked decrease is shown in the death rate from tuberculosis, which was 114.2 in 1920 as compared with 125.6 in 1919; also in the death rate from influenza, 71.0 in 1920 as against 98.8 the year before. The death rate from suicide declined from 11.4 in 1919 to 10.2 in 1920. There was a decline also in the rate for typhoid fever and in that for accidental drowning.

W. D.